









NARROW ESCAPE FROM  
DROWNING OF SIR  
CECIL SMITH.

The Penang correspondent of the Straits Times writes on September 24th as follows:—

"As the police steam pinnace was coming down the Kinta River on Thursday night, the Excellency the Governor and Messrs. Treacher, Denison, and Hanson on board, she struck a snag and sank. All the officials were saved; but the Governor sank twice before he was rescued. Two servants are missing."

It appears that Governor Sir Cecil Smith had been inspecting the railway and works at Teluk Anson. After going about six miles down the river, and just at the confluence of the Perak and Kinta rivers, the launch which contained the Governor struck a snag, was apparently swung round by the current, capsized, and sank. Every one on board was precipitated into the water. The attention of the other launch, which was about two hundred yards ahead, was attracted to the mishap by a shout, and she was immediately turned back to render assistance. In the meantime his Excellency had been rescued by a Perak Malay, and by the time the other launch reached the spot all were safely on shore except Chinese boys and a Malay who sank and was never seen again. Fortunately the catastrophe occurred only about ten minutes after the launch had left the bank. A Malay was steering the launch at the time; but no blame whatever is attributed to the steering, for it is impossible to tell where a snag may be. A quantity of baggage was lost. The accident occurred about 10 o'clock. After a brief rest, the Governor and the whole party embarked on the other launch and went straight on to Teluk Anson, reaching there the same evening. At once his Excellency embarked on the *Sas Belle* and came straight to Singapore. He experiences no bad effects from his immersion and is attending to his official business as usual.

THE SCOTTISH ORIENTAL S. N.  
COMPANY.

"THE SCAVENGERS" AGAIN TRIUMPHANT.

Early last May, in commenting on that part of the speech of Mr. Edwin Mackintosh, Chairman of the Hongkong General Chamber of Commerce, to the members of that august association, which referred to the action of Admiral Richards in declining to send a British cruiser in search of the Scottish Oriental S. N. Co.'s overdue steamer *Somerset-Para-Nang*, we made the following remarks, with especial reference to "Toth's" extraordinary and altogether unprecedented solicitude to pose as a would-be saviour of the hapless vessel:—

"It has been suggested that more unlikely things have happened than Messrs. Butterfield and Swire becoming agents for the Scottish Oriental S. N. Co. in Swatow, and if this has any foundation, Mr. Mackintosh would naturally take a keen interest in the *Somerset-Para-Nang* (Well! there may be something in it, so far as Hongkong may have been the object in view.)"

We wrote with an inspired and prophetic pen. On the death, only a few weeks ago, of Captain Geo. T. Hopkins, who for many years had ably managed the Scottish Oriental S. N. Co. at this port, the vacant agency was given, under telegraphic instructions from Scotland, to Messrs. Dodwell, Carill, & Co., one of the most promising, energetic, reliable and influential young firms in the Far East, and the appointment was favorably received on every side. But what chance have energy, ability, trustworthiness, local influence, and honest independence against the methods of an all-powerful combination which appears to be ably represented by that notorious Superintendent Engineer and Surveyor, Mr. John Mitchell, alias Copper Jack? Like master like man, would seem to correctly describe the present situation. By the exercise of influence at home—with Sir William Pearce most likely—Messrs. Butterfield & Swire have succeeded in ousting Messrs. Dodwell, Carill, & Co. from the agency of the Scottish Oriental S. N. Co. and the result is that the *Somerset-Para-Nang* is still afloat, and the effect has been received in the colony and no doubt public announcements will shortly be made.

The *Hongkong Telegraph* for months past has strongly suspected that this was the "little game" of the enterprising Talloo wire-pullers, as the above extract from our review of Mr. Mackintosh's Chamber of Commerce speech plainly enough indicates, so that the actual result, surprising as it will be to most people, causes us but little astonishment. And although we cannot approve of the shady tactics of Messrs. Butterfield & Swire's business methods in carrying out their programme, we are at the same time bound to respect the pertinacity, the indomitable energy, and the utter disregard of "old" custom and the conventionalities, which characterize them in all their undertakings. They want to win at all hazards, wherever they may go to the wall, and as for them certainly about a fairly long record of substantial successes along the coast of China. And their sun is scarcely yet at its meridian. The motto of "Toth's" firm is "gang forward." And the next victims to the all-conquering iron heel of "Ye Scavengers of the Far East" will be the Indo-China S. N. Co. and the China and Manila Steamship Co. Forewarned is forearmed.

SAD FATALITY ON THE  
"HONAM" TRIP.

There was not a very large company on board the *Honam* yesterday, on the occasion of the trip to Macao, and the wind and weather just reached that point, which only the most robust persons could enjoy themselves. On the return trip, about an hour after leaving Macao and near Nine Islands, one of the passengers, Mr. Augusto Marques, was seen to be leaning over the bows, when the boat lurched violently, and he disappeared. He must have been drawn under and struck by the paddle, for though the steamer was promptly stopped, and a boat lowered, nothing more was seen of him. He is said to have been a good swimmer. Mr. Marques was a cousin of Dr. Marques, medical officer of Victoria. Gasol, and was well known in Hongkong. Lately he had been for a short time employed on the staff of the *Hongkong Telegraph*. He was a single man and about 45 years of age.

AN OPEN LETTER  
GONE AWAY.

To the Editor of the Daily Press.

DEAR GRANNY.—Would you kindly do me the favour of explaining what is the meaning of "code penn" and emphatically, by the *Daily Press* in the "Missions to Seamen" paragraph? In the ordinary marine code of signals, naval and mercantile, there is no "O" or any other vowel. If the Mission launch *Daylighting* only calls alongside vessels, holding "code pennant O," she must do a mighty slow march.

Yours truly,  
Hongkong, 3rd October, 1892.

## HONGKONG RIFLE ASSOCIATION.

There was only a very meagre turn-out of competitors at the Kowloon range on Saturday afternoon, to take part in the contest for the Long Range Handicap Challenge Cup, which was much to be regretted from a purely sporting point of view, as Mr. F. Howell would no doubt have preferred to win this trophy against a stronger opposition. However, six shooters, of them enthusiasts at the game, answered to the roll-call. At the 800 yards range Mr. Chas. Ford, shooting very well against a puzzling wind, totalling 30, being six points ahead of Mr. N. Gilles, Mr. Watson (30) and Mr. Howell (30) being next in order.

At the longer range Mr. Ford could scarcely find the target and left off with a score of 10, making a grand total of 58. On the other hand Mr. Howell, who had an allowance of 10 points, shot with remarkable steadiness and picked up 27, thus aggregating 65 points, and winning the cup outright, this being his third victory. Mr. Robinson, with a score of 27, pulled up a bit at the longer range, and Mr. Watson's 26 brought him into third place, two points behind Mr. Ford; but amongst the "cracks" the shooting was bad all round.

The victory of Mr. Howell was deservedly popular, as the vast improvement in his marksmanship has only been attained by constant practice and strict attention to the scientific principles of rifle-shooting. We append the scores:—

800 Yds. Net Allow. Grand	Yards.	Total.
Mr. F. Howell	39	27
Mr. C. Ford	39	10
Mr. Watson	30	26
Mr. E. Robinson	28	27
Mr. N. Gilles	33	13
Mr. W. Duncan	15	18

## NOTES FROM CHINESE PAPERS.

A highwayman who tried to strangle and rob a pedestrian near Loongwa several nights ago, has been sent to the *yamen*, where he will receive his due punishment. The victim was a sixty year old man, who was fortunate enough to meet with a friend, who rescued him and captured the would-be murderer.

In the district belonging to the Lichuan Prefecture the year has been an especially poor one, not even the customary small yield of the autumnal harvest being realized by the poor tillers of the soil. Owing to the bad year, much disorder is prevalent in the country and cases of robbery are not infrequent.

The *Shanghai* correspondent at Hankow informs us that the cholera is carrying off many people in that city. The epidemic commenced first in the section near the Kuanai Miao, and for some time the disease did not extend beyond that limited area. But the district infected now covers the entire town. The usual method of driving the spirits out of the town is being resorted to; consequently the priests are in demand.

On the 12th September four inmates of the magisterial prison at Wuchang were taken out of their cells and executed. These criminals were arrested on account of their implication in a case of robbery last year, their other offence being their connection with the *Kolao Hui*. They did not evince any sign of fear when they were taken to the execution ground; on the contrary they behaved most insolently all the way to the place where death awaited them.

Some time ago the Admiral of the Slang Ho naval forces despatched a deputy, a Major in rank, to Kichiang, to cause the arrest of a notorious *Kolao Hui* leader. Major Warden, on receiving the order from his superior set out with a body of detectives and soldiers to the locality indicated, and a short time ago he succeeded in catching the person sought. Sheng Sen-tze, the captive chief, has been taken to the *yamen* of the Hupoh Provincial Judge for trial. As a reward for the services of the deputy and his followers, the Judge gave them Tis. 100.

The important law-suit between Magistrate Yang, formerly administrator of Lukiang Hsien, Anhui, and the party of complainants, by whom the former is charged with having by his doings caused the death of several persons, is now being heard by the Nanking Viceroy in person. The matter has been occupying the attention of the officials for months, but owing to the complexity of the evidence, and the great number of witnesses, involving much loss of time, no final decision has been arrived at by the officials conducting the case. But it now seems that a speedy settlement at hand since his Excellency the Viceroy is at the head of the tribunal.

In order to attain greater security from the robbers who constantly despoil the people of their property, the Governor of Kuangtung has given orders to the Nanchai Hsien and Paoyu Hsien magistrates to form in their districts volunteer corps as to be able to cope with the lawless brigands. The regulations regarding the formation of the corps and their duties have been issued. For the support of the forces a slight tax is to be levied upon the people. The forces are to be made up of men from the stores, each store having to furnish a spare man in time of need, who is to be paid each time he comes out. In order to obtain greater facilities in getting the force to act in concert, a new system of giving alarm has been inaugurated. According to the regulations every fifteen sections of the district are to have a force of their own, upon which the defence of this area will depend.

## HANKOW.

(FROM OUR CORRESPONDENT.)

Hankow, September 24th. The weather here on Saturday the 17th to (Wednesday) the 21st, was a strong continuous northerly gale, with rain at times. From the 21st we have had fine sunny days, followed by cool nights. The *Kailang*, on her way down from Peking, was unable to face the storm, and had to run for another water into one of the numerous creeks, and even there had to let go two anchorages, with 60 hours before it was safe. A steamer, *Kiang-tung*, if full, can carry from 800 to 900 bales of goods on a draught of under five feet. She has been full on the last three trips and on two occasions has made the round trip to Ichang and back in 5 days, 20 hours, 15 minutes, average. Of course this is nothing to the famous *Chang Yang* with over 2,000 bales on 6 feet 10 inches and in 30 hours less time. Still it equals it not surpasses it.

It is supposed that the *Chang Yang* was most instrumental in saving the China Merchants steamship *Kiang-tung* when she was so badly ashore, up river a short time back; the *Kiang-tung* bound for Ichang, high up on the river bank and towed her from 45 to 50 feet off the mud, thereby saving her a broken back. This was long before the steamer *Kiang-tung* or *Kiang-tung* thought of going there. The *Chang Yang* is a Chinese merchant ship, chartered to the China Merchants' company on October 10th next, and I have it on good authority that she will not remain under the C.M.S.N. Co.'s flag after that date. This is no doubt in view of the new river boat coming out in the course of next year for the "Dragon" company. There is a rumor that one of the other companies is making offers for a year for the *Chang Yang*.

There is no news from Ichang except of a slight mishap at that port to the popular American Tide Surveyor, who slipped on a stone and twisted his ankle, but he is doing well and hopes soon to be all right.

The Golf Club handicap is in full swing just now on the Hankow race-course, and according to the form being shown by certain players we are likely to see the record of the old "warrior" broken.

There have been one or two cricket matches played this month between the residents and the *Lin's* team; but many are looking ahead with pleasure to the foot-ball season, as we hear that the mud-larking engineers are willing to meet the "Hankowites" or *Lin's* in a friendly game, at any time there is a sufficient number of steamers in port.

The writer who supplied your paper with the news of the "Great Fire at Hankow" last week, at least has stated facts; the fire was at Wangchung village and nowhere near Hankow city or settlement. The public, reading the paragraph in last week's paper, would naturally think the port of Hankow was always having fires, which is certainly not the case.

The new Governor of Hunan is at present the guest of the Viceroy at Wuchang, having arrived at 8 a.m. on Wednesday per steamer *Taiwan*. At 8 a.m. on Friday he made an official call on the British Consul, which lasted quite a time, after which he made another on the French Consul at the new consulate on the race-course. His Excellency, who was accompanied by a most imposing and numerous body-guard, then left for Wuchang.

The committee of the new Hankow Fire Brigade is working very hard to make it a success and new uniforms are being ordered and served out as they come to hand. To a suitable alarm bell for fire and dots hung in the clock tower, as soon as arrangements can be made for obtaining a good one.

The new Assistant Superintendent will be here next month from the Hongkong Police force and will relieve our present popular Chief of Police of some of his many arduous duties.

The water-mark to-day is 33 ft. 11 in. (4 ft. 2 inches lower than corresponding date last year) but for all we know it may be a month or so before it is as high as it has been before, and flood the land, but it is hoped that it will not do so.

It is an ill wind that blows no one any good. The remains of the northerly gale, which arrived Tuesday last, an excellent opportunity to exercise the ships' companies of the various men-of-war in port in boat sailing. Three boats from H.M.S. *Linnet* were out for some two hours or more and came up the harbour before a moderate northerly breeze and sea at a fine speed.

Several men were working at the wharves, and one of them, while engaged in his work, was struck by the wheel of the whaler, which boat had the opinion of the above too large a sail for the wind blowing at the time, and too little ballast, but owing to the splendid manner in which the Tom Bowling at the helm manœuvred her she suffered no mishap.

As reports from Shanghai say, the three large Shipping companies are again about to join hands. I suppose freight will be for the tenth time raised, and passenger fares too.

Professor Anderson is still here, and netting from 50 to 75 dollars per night, thanks to the Chinese.

There is nothing more at present except to tell you that training for the coming races is in full swing.—*Shanghai Mercury*.

## TIENTSIN.

Tientsin, 21st September.

The breaches in the embankments of the Pehlo and Yung-tung rivers are still untouched. They are left so on purpose to afford the inundated plains around Peking an opportunity for having the water drained off, through the existing openings, back into the beds of the falling rivers. The plains in many places are nearly dry again, and the country-people are very busy in planting vegetables, wherever practicable, to have something to eat back upon in lieu of the food destroyed. The summer freshets are over now.

Shantung has escaped floods this year. (According to later accounts from Chefoo, several districts on the lower Hoangho were flooded about three weeks ago.—Ed.) They had a very good wheat harvest in our neighbouring province, and will in all probability also have excellent millet crops. The much-estimated rice of the province of Honan has also suffered by the summer freshets, but by no means so severely as "Chihli" this year.

The water of the Pehlo has fallen over a foot since my last letter, and steamers find it much easier to get up and down the river than was the case a short time ago. Late in the evening of the 21st, at night all right, and left again at daylight; amongst these were the *Hsin-fung*, *Hsiao*, and *Hsin-yang*.

The *Tai-tai* and *Lighter Co.* is doing very well, and there is a fine prospect of a good dividend to shareholders, although the top boat *Gem* has not been raised yet. Viceroy Li-Hung-chang is enjoying very good health, and the sickness recently prevailing amongst the natives is now decreasing, thanks to the cooler weather, and the fine bracing air which has set in for the last week or so.

Trade is getting much brisker both in imports and exports, especially in the latter, and it is likely to remain so for some time to come.

I hear that Mr. von Hanneken has been commissioned to build some new forts at Kianchow, wherever that may be; fuller particulars on the subject are not at my command at present.

From Port Arthur information has reached here that the skill and energy of the local authorities has successfully coped with the leakage of the dry dock, but not without a considerable expenditure; several ironclads have been docked since the repairs were effected. The number of foreigners at that port has dwindled down to three, an Englishman, Frenchman and Portuguese; but the two last named will probably also leave in a couple of months, when only the Harbour Master, Captain Calder, is likely to remain.

Capt. Calder was in command of a gun-boat of the Viceroy of Canton before he was appointed to Port Arthur, and he has rendered excellent service since his arrival. I hear that Mr. Fletcher, of the torpedo service, has also been staying at Port Arthur lately, where he is superintending some repairs to be effected on the torpedo boats. The place has become very dull since the so-called "French war," at which time about 20,000 Germans were employed at Port Arthur, after which period during the bloody days of the Thewent Syndicate, several dozen of Frenchmen made the place lively for some time; verily, *tempora mutantur*.—*Shanghai Mercury* Correspondent.

DEARNESS ABSOLUTELY CURSED—A Gentleman who cured himself of Deafness and Mucous in the Head of 14 years standing, by a new method, will be pleased to send full particulars free. Address HENRY CLAYTON, 8, Shepherd's place, Kensington Park, London, S.W., Eng.—*Advis.*

## Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAILONG," Captain R. Taylor, will be despatched for the above Port, on WEDNESDAY, the 5th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.

Hongkong, 3rd October, 1892.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY. THE Company's Steamship

"ESMERALDA," Captain G. Taylor, will be despatched for the above Port, on WEDNESDAY, the 5th instant, at Noon.

The Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 3rd October, 1892.

FOR NEW YORK. THE 3/3, L. I. British Ship

"J. Y. ROBBINS," Crosby, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., General Managers.

Hongkong, 3rd October, 1892.



## WAR DEPARTMENT CONTRACT.

## NOTICE TO BUILDERS.

TENDERS are required for EXTERNAL and INTERNAL PAINTING, WHITE-WASHING, etc., and WORKS in connection therewith at WELLINGTON BARRACKS, in the Hongkong District.

Persons desiring to Tender for the execution of these Works must leave their Names with the SURVEYOR at the ROYAL ENGINEERS' OFFICE, Queen's Road East, on or before the 11th day of October, 1892. Bills of Quantities, with Form of Tender, will be issued to each candidate.

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

W. H. MULLOV, Colonel on the Staff, Commanding Royal Engineers, China.

Royal Engineer Office, Hongkong, 30th September, 1892.

PROFESSIONAL NOTICE.

I HAVE this day resumed my Hongkong DENTAL PRACTICE.

DENTON E. PETERSON, D.D.S., No. 9, Connaught House, Queen's Road Central.

Hongkong, 3rd October, 1892.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP will be shot for on SATURDAY, the 5th inst. Ranges—300 and 500 yards. Time, 3 P.M.

ED. ROBINSON, Hon. Secretary.

Hongkong, 3rd October 1892.

ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 10th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 3rd October, 1892.

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE—TEN CENTS. Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

## Intimations.

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 21, Queen's Road Central.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SETTERS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for London, Anderson's Watches awarded the highest Prize at every Exhibition; and the Gold Medal and John's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 2, Queen's Road Central.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1891.

## NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

I AM UNDERSIGNED have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Secretary, Engineer, Local Government Board, London, W.

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Sanitarians.

Hongkong, 19th June, 1892.

## Intimations.

THE

## HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kraellin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. The TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER

Manager.

Hongkong, 12th February, 1892.

CENTRAL HOTEL,  
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Artist will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

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## F. E. REILLY,

PROPRIETOR.

## F. Blackhead &amp; Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.

NAVY CONTRACTORS & GENERAL COMMISSION AGENTS.

No. 11, Praya Central, (Opposite Pedder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION.

THE BOTTOMS OF IRON SHIPS.

HARTMAN'S GREY PAINT, especially adapted for coating the inside of STEEL SHIPS.

SPECIAL SELECTED EXTRA PRIME PORK AND BEEF in Barrel.

AMERICAN PRIME SUGAR-CURED HAMS AND BACON.

CHR. MOTZ & Co., BORDEAUX CLARET, CEMENT from the celebrated Factory of Hemmoor.

FLensburg STOCK BEER, ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux of its finest old BRANDY, COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE TULE LIFE PRESERVER AND RAFT



## Commercial.

**LATEST QUOTATIONS**  
 Hongkong and Shanghai Bank—97½ per cent.  
 The National Bank of China, Ltd.—on 600.0.  
 paid up—40 per cent. dis. buyers.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—\$14, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$18, buyers.  
 Chinese Imperial Loan of 1884—B—2½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1884—C—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886—E—14 per cent. premium.  
 Union Insurance Society of Canton—\$88 per share, sellers.  
 China Traders' Insurance Company—\$56 per share, ex. div. sales and buyers.  
 North China Insurance—Tis. 237½ per share, buyers.  
 Canton Insurance Company, Limited—\$107 per share, buyers.  
 Yangtze Insurance Association—\$102, buyers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$260 per share, buyers.  
 China Fire Insurance Company—\$86 per share, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$29, sellers.  
 China and Maella Steam Ship Company—35 per share, sales and buyers.  
 Indo-China Steam Navigation Company, Limited—45 per cent. discount, sellers.  
 Douglas Steamship Company—\$40 per share, sales and buyers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—\$75 per cent. premium, sales and buyers.  
 Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.  
 Hongkong Hotel Company—\$24, ex. div. buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
 The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.  
 The Shamene Hotel Co., Limited—\$5 per share, sales and buyers.  
 Penang and Singapore Straits Trading Co., Limited—\$10 per share, sales and buyers.  
 The Rauld Oil Mining Co., Limited—30 cents per share, buyers.  
 New Inuris Mining Co., Limited—\$1.20, cents per share, sellers.  
 The Balmoral Gold Mining Co., Limited—nominal.  
 Tongqua Coal Mining Co.—\$110 per share, sellers.  
 The Telesco Mining and Trading Co., Limited—\$4 per share, sales and buyers.  
 The Selama Tin Mining Co., Limited—20 cents per share, sales and buyers.  
 London and Pacific Petroleum Co., Ltd.—\$2 sellers.  
 Chian Sugar Refining Company, Limited—\$150 per share, buyers.  
 Luzon Sugar Refining Company, Limited—\$40 per share, buyers.  
 A. S. Watson & Co., Limited—\$16 per share, sales and buyers.  
 Dakin, Crickbank & Co., Limited—\$2 per share, buyers.  
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
 The Kowloon Land Investment Co., Limited—\$8 per share, buyers.  
 The Hongkong Land Investment Co., Limited—\$61, sales and sellers.  
 The West Point Building Co., Limited—\$28 per share, sales and buyers.  
 H. G. Brown & Co., Limited—\$22 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$52 per share, sales and buyers.  
 Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sales and buyers.  
 Hongkong Gas Company—\$102 per share, sellers.  
 Hongkong Ice Company—\$71 per share, sellers.  
 Hongkong and China Cold Storage Company, Limited—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.  
 The Green Island Cement Co.—\$5 per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$3 per share, sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

**EXCHANGE.**  
 On London—Bank, T. T. 2/9½  
 Bank Bills, on demand 2/9½  
 Bank Bills, at 4 months' sight 2/9½  
 Credits at 4 months' sight 2/9½  
 Documentary Bills, at 4 months' sight 2/9½  
 On Paris—  
 Bank Bills, on demand 146  
 Credits, at 4 months' sight 135  
 On India—  
 T. T. 22½  
 On Demand 22½  
 On Shanghai—  
 Bank, T. T. 72  
 Private, 30 days' sight 72

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. Ed. H. Barnes. Rev. J. M. Morton, B.A.  
 Mr. Brockman. Mr. A. Richardson.  
 Mr. V. Brennan. Mr. J. Robbins.  
 Mr. D. E. Brown. Mr. J. Robinson.  
 Mr. J. David. Mr. F. E. Shean.  
 Mr. Geo. Fenwick. Mr. J. M. Speet.  
 Mr. and Mrs. Foster. Mr. F. Straits.  
 Mr. Reynolds. Mr. W. Tarn.  
 Mrs. O. H. Gates. Mr. F. D. Walker.  
 Captain Horning. Mr. O. Weber.  
 Mrs. Hosken. Mr. and Mrs. J. J.  
 Mr. Thos. Howard. Mr. Geo. S. Wickham.  
 Mr. Kreischnar.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet. Surgeon-General H. F.  
 Mr. David Wood. Patterson.  
 Mr. W. S. Harrison. Miss Paterson.  
 Mr. and Mrs. J. Harris. Mr. and Mrs. Penkin.  
 Mr. Morton Jones. Mr. E. W. Roberts.  
 Mr. V. Kilduff. Mr. Sparrow.  
 Mr. F. Matland. Mr. Geo. L. Tomlin.  
 Mr. W. R. Needham. Mrs. Peterson.

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Calcutta*, with the outward French mail, left Saigon on the 1st instant at 8 p.m. and may be expected here on the 9th.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., left San Francisco for this port via Yokohama on the 17th ultimo.  
 The P. M. S. S. Co.'s steamer *China*, with mails, etc., left San Francisco for this port, via Honolulu and Yokohama, on the 27th ultimo.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer *Empress of China*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong on the 3rd instant.

## STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Milbourne* left Shanghai on the 1st instant at 6 p.m., and may be expected here to-day.  
 The P. & O. S. N. Co.'s steamer *Gwalior*, from Bombay, left Singapore on the 27th ultimo, and is expected here to-morrow.  
 The Navigazione Generale Italiana steamer *Diagona* left Bombay on the 17th ultimo, and may be expected here on the 10th instant.  
 The China Shipper's Mutual S. N. Co.'s steamer *Pliny*, from London and Liverpool, left Singapore on the 30th ultimo, and may be expected here on the 6th instant.  
 The Northern Pacific Steamship Co.'s steamer *Phra Nang*, from Tacoma, left Yokohama on the 3rd instant, and may be expected here on the 9th.  
 The P. & O. S. N. Co.'s steamer *Bombay*, London, left Bombay on the 23rd ultimo, and may be expected here on the 10th instant.  
 The P. & O. S. N. Co.'s steamer *Canton* left London on the 15th ultimo for this port.

## Shipping.

## ARRIVALS.

TAILEX, German steamer, 828, Calcutta, 1st Oct.—Kobe 25th Sept., Calcutta—Meyer & Co.  
 RUPEE, British steamer, 1,846, S. Quail, 2nd Oct.—Swatow 1st Oct., General—Butterfield & Swire.  
 CHINA, German steamer, 12,600, P. Voss, 2nd Oct.—Amoy 1st Oct., General—Melchers & Co.  
 LY-ACMOOY, German steamer, 1,138, G. Heuermann, 2nd Oct.—Shanghai 19th Sept., General—Stemmen & Co.  
 CHINGPO, Chinese steamer, 527, C. H. Crawley, 2nd Oct.—Chefoo 20th Sept., Coals and General—C. E. & M. Co.  
 HAILOONG, British steamer, 783, T. P. Hall, 2nd Oct.—Swatow 1st Oct., General—D. Laiprak & Co.  
 SHANTUNG, British steamer, 1,813, W. B. Hart, 2nd Oct.—Swatow 1st Oct., General—Butterfield & Swire.  
 ISMERALDA, British steamer, 666, G. A. Taylor, 2nd Oct.—Manila 30th Sept., General—Shewan & Co.  
 KUTSANG, British steamer, 1,495, W. Hall Jackson, 2nd Oct.—Calcutta 16th Sept., Penang 22nd, and Singapore 26th, Oplum and General—Jardine, Matheson & Co.  
 PESHAW, British steamer, 727, Wood, 2nd Oct.—Calcutta 22nd Sept., and Cango 19th Sept.—Jardine, Matheson & Co.  
 ALBANIA, British steamer, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil—Reuter, Brockmann & Co.  
 KATOW, British steamer, 1,034, Gray, 2nd Oct.—Amoy 1st Oct., General—Arnhold, Karberg & Co.  
 BENLAWRE, British steamer, 1,883, A. Webster, 2nd Oct.—Singapore 27th Sept., General—Gibb, Livingston & Co.  
 COSMOPOLE, German steamer, 89, W. T. Schaefer, 3rd Oct.—Macao 3rd Oct., General—Wielor & Co.  
 SIKH, British steamer, 1,735, James Rowley, 3rd Oct.—Molli 28th Sept., Coal—Dodwell, Carill & Co.  
 ASAOAO, Japanese steamer, 1,521, H. Selick, 3rd Oct.—Nagasaki 28th Sept., Coals—Mitsui Bishi Colliery.  
 SISHAN, British steamer, 845, E. F. Storell, 3rd Oct.—Bangkok 28th Oct., General—Kien Tye Loong.  
 INDEP-DENT, German steamer, 1,377, J. Schall, 3rd Oct.—Saligon 28th Sept., Salt and Rice—Wielor & Co.  
 GLENNAR, British steamer, 1,409, Murray, 3rd Oct.—Pascoerang 28th Sept., Sugar—Jardine, Matheson & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

*Fokien*, British steamer, for Swatow, etc.  
*Huphi*, British steamer, for Singapore, etc.  
*Propontis*, British steamer, for Cherbon.  
*Tinan*, British steamer, for Foochow.

## DEPARTURES.

October 2, *Advis*, Danish steamer, for Holhow, etc.  
 October 2, *Talyk*, German steamer, for Calcutta.  
 October 2, *Chewon*, German steamer, for Holhow.  
 October 2, *Szechow*, British steamer, for Shanghai.  
 October 2, *Alwine*, German steamer, for Holhow.  
 October 2, *Catterthun*, British steamer, for Macao, etc.  
 October 3, *Fokien*, British steamer, for Swatow, etc.  
 October 3, *Pekin*, British steamer, for Amoy and Tamsui.  
 October 3, *Huphi*, British steamer, for Singapore, etc.  
 October 3, *Propontis*, British steamer, for Cherbon.  
 October 3, *Fukien*, Chinese steamer, for Shanghai.

## ARRIVALS—ARRIVED.

Per *Kulang*, str., from Calcutta, etc.—420 Chinese.  
 Per *Esmeralda*, str., from Manila—Messrs. D. Adams, F. F. F. and 19 Chinese.  
 Per *Hailong*, str., from Tamsui, etc.—Mr. C. W. Wilkinson, and 8 Chinese.  
 Per *Chingling*, str., from Chefoo—2 Europeans and 7 Chinese.  
 Per *Ly-shamoon*, str., from Shanghai—Mr. K. T. Gustavsen, and 45 Chinese.  
 Per *China*, str., from Amoy—20 Chinese.  
 Per *Huphi*, str., from Swatow—89 Chinese.  
 Per *Benlawre*, str., from Singapore—30 Chinese.  
 Per *Szechow*, str., from Bangkok—17 Chinese.  
 Per *Asago*, str., from Narsaki—1 Chinese.  
 Per *Sikh*, str., from Molli—5 Chinese.

## REPORTS.

The German steamship *Ly-shamoon* reports that she left Shanghai on the 29th ultimo. Had strong north-east monsoon.  
 The British steamship *Katow* reports that she left Amoy on the 1st instant. Had strong north-east winds and clear weather.  
 The German steamship *China* reports that she left Amoy on the 1st instant. Had fine weather and light north-east winds throughout.  
 The British steamship *Huphi* reports that she left Swatow on the 1st instant. Had fine weather with moderate north-east breeze and sea.  
 The British steamship *Esmeralda* reports that she left Manila on the 30th ultimo. Had moderate north-easterly breeze and showery weather.  
 The British steamship *Steban* reports that she left Bangkok on the 26th ultimo. Had weather and light north-east winds to Hongkong had fresh north-east monsoon.  
 The British steamship *Sikh* reports that she left Molli on the 28th ultimo. On leaving Japan had fresh north to north-east breeze. In the China Sea had strong north-east monsoon.  
 The Japanese steamship *Asago* reports that she left Nagasaki on the 28th ultimo. Had north-west and north-east winds to Lamschoy from there to port had moderate breeze and fine weather.

The British steamship *Benlawre* reports that she left Singapore on the 27th ultimo. Had fine weather and smooth sea with light variable winds until within 300 miles of Hongkong, when fresh north-easterly sea and wind from same quarter, and yesterday had heavy rain.  
 The Chinese steamship *Chingling* reports that she left Chefoo on the 26th ultimo. Had strong north-east winds with barometer 30.25. On the 28th had light variable winds with falling barometer 30.2, wind north veering to the easterly and barometer 30.02. On the 1st instant had high sea and wind hauling easterly.

The British steamship *Hailong* reports that she left Tamsui on the 29th ultimo. Amoy on the 30th, and Swatow on the 1st instant. From Tamsui to Amoy had moderate north-east wind and following sea with cloudy weather. From Amoy to port had moderate north-east winds and fine clear weather. In Amoy the steamships *Kewling* and *Zafro*. In Swatow the steamships *Tosoon*, *Chowfa*, and *Namoa*.

The British steamship *Kulang* reports that she left Calcutta on the 16th ultimo. Had light south-east winds to Table Island; thence to south-east winds to light north-west winds and sea. Left Penang on the 22nd, and Singapore on the 26th. Had fine weather and variable winds to Maclesfield Bank; thence to port had strong north-east breeze and swell. Proceeding from Hongkong to Singapore, in lat. 14° 46' north and long. 112° 48' east, picked up an automatic whistling buoy, took it to Singapore, found to belong to Holland Bank. On the 29th ultimo, passed the bark *Cambuscan* off St. John's N.B., all well, in lat. 12° 1' north and long. 110° 54' east.

## Post Office.

A MAIL WILL CLOSE  
 For Foochow and Tientsin, Per *Sigan* to-morrow, the 4th instant, at 10.30 A.M.  
 For Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Zambesi* to-morrow, the 4th instant, at 11.30 A.M.  
 For Shanghai—Per *Maria Teresa* to-morrow, the 4th instant, at 11.30 A.M.  
 For Singapore—Per *Fukien* to-morrow, the 4th instant, at 11.30 A.M.  
 For Hongkong—Per *Esmeralda* to-morrow, the 4th instant, at 3.30 P.M.  
 For Amoy—Per *Mongkut* on Wednesday, the 5th instant, at 6.30 A.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 BATAVIA, British steamer, 1,661, J. R. Hill, 12th August—Tacoma 14th July, General—Dodwell, Carill & Co.  
 GHELDRE, British steamer, 1,794, W. H. Gould, 1st Oct.—Kutchin 20th Sept., Coals—Mitsui Bishi Colliery.  
 CROW-CHOWPO, German steamer, 796, F. Clausen, 20th Sept.—Saligon 24th Sept., Rice—Melchers & Co.  
 ELECTRA, German steamer, 1,161, L. Maden, 1st October—Higo 25th Sept., General—Stemmen & Co.  
 EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 20th Sept.—Vancouver 31st August, Yokohama 14th Sept., Kobe 18th, and Shanghai 17th, General—C. P. Reuter, Brockmann & Co.  
 FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.  
 GALEIC, British steamer, 4,400, Peame, 20th Sept.—San Francisco 6th Sept., and Yokohama 24th, Mails and General—O. & O. S. Co.  
 MARIA TERESA, Austrian steamer, 1,924, R. Doperia, 28th Sept.—Thisto 12th August, and Singapore and Sept., General—D. Laiprak & Co.  
 MONKUT, British steamer, 959, H. Deans, 20th Sept.—Bangkok 21st Sept., Rice and General—Yuen Fat Hong.  
 OORVA, British steamer, 419, J. M. Daly, 23rd May—Singapore 16th May, General—Butterfield & Swire.  
 PILOT, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.  
 PRESTO, German steamer, 655, E. Bohn, 30th Sept.—Hamburg 27th September, General—Stemmen & Co.  
 SINGAN, British steamer, 1,050, J. Price, 1st Oct.—Canton 1st Oct., General—Butterfield & Swire.  
 SORACHI MARU, Japanese steamer, 1,125, W. Renny, 30th Sept.—Shimonoseki 24th Sept., Coals—Mitsui Bishi Colliery.  
 TRINAM, British steamer, 2,500, W. N. All-on, 20th Sept.—Sydney 6th Sept., Mororan 11th, and Coochabur 13th, Thursday Island 14th, and Port Darwin 20th, General—Butterfield & Swire.  
 ZAMBEZI, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu 2nd April.

## SAILING VESSELS.

ALTAIR, British ship, 399, R. Davies, 24th Sept.—Thisto 13th Sept., Beans—Butterfield & Swire.  
 BELL OF BATH, American ship, 1,347, F. M. Blethen, 27th June—New York 8th March.  
 BYGLIA, German bark, 335, Flager, 1st Sept.—Amoy 27th August, Ballast—Wielor & Co.  
 CHABON WATANA, Siamese bark, 616, J. Koch, 12th Sept.—Bangkok 27th August.  
 CONNAC—Chinese ship, 1,595, Lagler, 18th August—New York 12th August, Petroleum—Order.  
 ELIZ, German ship, 1,375, H. Bremser, 15th August—New York 3rd April, Petroleum—Order.  
 ELMKORIK, Chinese bark, 457, Optumkamin, 10th bulk, Stonecutters Island, Chinese—Customs.  
 E. SOULS, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.  
 HEINRICH, German bark, 923, Henne, 22nd July—Singapore 10th July, Timber—C.R.K.E.  
 ISAAC REED, American ship, 1,429, W. D. Waldo, 14th August—New York 4th April, Kerosene Oil—Reuter, Brockmann & Co.  
 JESSADA, German bark, 883, A. Oesselmann, 21st Sept.—Hamburg 27th April, General—Arnhold, Karberg & Co.  
 J. V. ROBBINS, British schooner, 178, Crooby, 11th Sept.—New York 10th May, Petroleum—Order.  
 NAM-CHU-SHUI, Chinese schooner, 300, Lak Lalong, 24th August—Yee-on 11th Aug., Timber—Yung Kee.  
 ORIENT, Italian bark, 1,434, M. Morcenese, 17th August—New York 2nd May, Petroleum—Order.  
 RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 20th August—Shanghai 20th July, Ballast—Arnhold, Karberg & Co.  
 SACHEM, American ship, 1,339, Wm. H. Gault, 20th Sept.—New York 24th May, Oil—Shewan & Co.  
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 3rd April, Kerosene Oil—Jardine, Matheson & Co.  
 TERNMORRE, British bark, 648, J. E. Winchester, 15th Sept.—Nagasaki 3rd September, Coal—Master.  
 VICTORY, British bark, 498, R. Martin, 14th August—Honolulu 15th June, General—Chinese.  
 WILLIAM LE LACHUNE, British bark, Reynall, 20th August—Philippines 11th August, Timber—Gibb, Livingston & Co.

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY  
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
*City of Peking* ..... Saturday, 22nd Oct.  
*China* ..... Tuesday, 1st Nov.  
*Peru* ..... Saturday, 19th Nov.

## THE U. S. MAIL Steamship

"CITY OF PEKING"  
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

## RATES OF PASSAGE.

From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00  
 To Liverpool and London..... 325.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

## RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

## RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

## DESTINATION.

DESTINATION.	Single Ticket.	Continuation Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	292.50	299.00
Milwaukee, Wis.	292.50	299.00
Cincinnati, Ohio	292.50	299.00
Columbus, Ohio	292.50	299.00
Detroit, Mich.	292.50	299.00
Cleveland, Ohio	292.50	299.00
Toronto, Canada	292.50	299.00
Pittsburg, Penn.	292.50	299.00
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	299.00
Washington, D.C., Baltimore, Md.	292.50	299.00
New York	292.50	299.00
Boston, Mass.	292.50	299.00
Portland, Maine	292.50	299.00

All the above Rates are in Mexican Dollars.

Special rate (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—

4 months ..... \$337.50  
 12 months ..... \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from Hongkong to Japan and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Port beyond San Francisco, in the United States, should be sent to the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 29th September 1892.

## Hotels.

## PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,550 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.  
 The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.  
 A new and Handsome BAR has been opened on the Basement, while a new BAR and BILLIARD-ROOM have been erected on the main floor.  
 CHOPS, STEAKS, &c., can be served at any hour.  
 For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."  
 DORABJEE & HING-KEE, Lessees.  
 Hongkong, 12th August, 1892. (874)

## WINDSOR HOTEL.

(In Connaught Buildings),  
 QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold Water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 23rd August, 1892. (1643)

## THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the "River Steam Wharves" is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table d'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO, Manager.  
 Hongkong, 1st September, 1892. (1790)

## Mails.

## ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

## THE OVERLAND RAILWAYS.

## AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## PROPOSED SAILINGS FROM HONGKONG.

*Galle* ..... Wednesday, 12th October.  
*Belle* ..... Thursday, 10th Nov.  
*Oceanic* ..... Tuesday, 29th Nov.

## THE Steamship "GAELIC"

will be despatched for San Francisco, via Yokohama and Honolulu, on WEDNESDAY, the 12th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

## RATES OF PASSAGE.

From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00  
 To Liverpool and London..... 325.00  
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